Technical BULLETIN

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RECALL **This modification has top priority. This bulletin must be performed immediately to ensure customer safety.**

2006~2008 and Certain 2009 FJR1300A/AE

FACTORY MODIFICATION CAMPAIGN – Main Switch

INTRODUCTION

Yamaha Motor Corporation, U.S.A. has decided that a defect which relates to motor vehicle safety exists in all 2006 through 2008 and certain 2009 FJR1300A and AE model motorcycles. The main ignition switch's wire connection could overheat due to electrical resistance, becoming hot enough to melt the solder connecting the wire to the main switch. The wire could come off the switch if the solder melts, preventing the electrical system from functioning. If this occurs while the motorcycle is being ridden, the engine would stall and be impossible to restart which could result in an accident with injury or death.

MAIN SWITCH

To correct this defect, Yamaha is initiating a Factory Modification Campaign. Affected motorcycles must have the main switch replaced with a new one designed to prevent overheating.

Yamaha is notifying all registered owners of affected motorcycles by mail. A copy of this letter is included in this bulletin. The customer should take the letter along with the affected motorcycle to an authorized Yamaha dealer for the modification.

A computer report listing all affected motorcycles invoiced to your dealership is included with this bulletin. Use the list to help ensure all motorcycles are modified. All sold motorcycles that have been registered with Yamaha will show the customer's name and address. Your dealership must notify the owner of any affected motorcycle that was actually sold but is listed as "unsold" in the report.

You must modify all affected motorcycles in your inventory as well as all customer-owned motorcycles brought to you for this service. Any affected motorcycle that you purchase from Yamaha in the future will also require modification. If you purchase a motorcycle from another dealer, check to see if the procedures in this bulletin have already been performed before you sell the motorcycle.

Motorcycles that are affected should not be operated until they are modified. It is a violation of Yamaha policy for your dealership to deliver any affected motorcycles to customers until the procedures in this bulletin are performed.

When the modification on each motorcycle is performed, follow the Warranty Information section of this bulletin to receive reimbursement. Be sure to use the Factory Modification Campaign procedures in Chapter 7 of the **Warranty and Y.E.S. Handbook** (LIT-11760-00-08).

DEALER ACTION SUMMARY

Unsold Units: Replace the main switch during PDI service, reusing the original key cylinder and key.

Sold Units: Replace the main switch, reusing the original key cylinder and key, according to this bulletin on all affected units. Check first to be sure the modification has not already been performed (see Identification Procedure in this bulletin).

Parts: Yes, order a new main switch kit for each affected unit. See the Parts Information section for details.

Warranty: Factory Modification Campaign. See the Warranty Information section of this bulletin. This modification applies to all affected units regardless of ownership or warranty status.

Notify Customers: Yes. You must immediately contact any customer whose motorcycle shows as unregistered on the enclosed report. Yamaha has sent letters to customers whose motorcycles were registered for warranty as of 1/28/09.

AFFECTED RANGE

All 2006 FJR1300A
All 2006 FJR1300AC
All 2006 FJR1300AE
All 2006 FJR1300AEC

All 2007 FJR1300A
All 2007 FJR1300AC
All 2007 FJR1300AE
All 2007 FJR1300AEC

All 2008 FJR1300A
All 2008 FJR1300AC
All 2008 FJR1300AE
All 2008 FJR1300AEC

2009 FJR1300A	RP15E-006050~006392
2009 FJR1300AC	RP15Y-001047~001108
2009 FJR1300AE	RP16E-001560~001736
2009 FJR1300AEC	RP16Y-000275~000306

SERVICE PROCEDURES

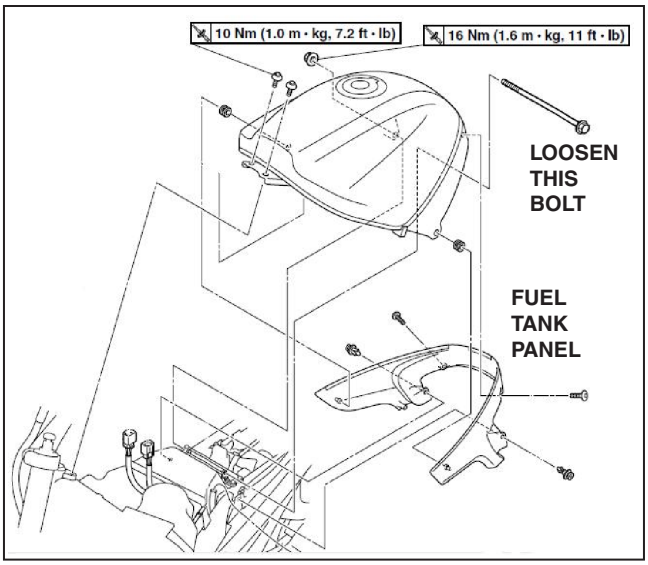
Refer to the service manual as needed when performing these procedures.
2006 and 2007 models: LIT-11616-19-83
2008 models: LIT-11616-21-63
2009 models: LIT-11616-22-73

IMPORTANT:
You will need to have a drill press for this procedure.

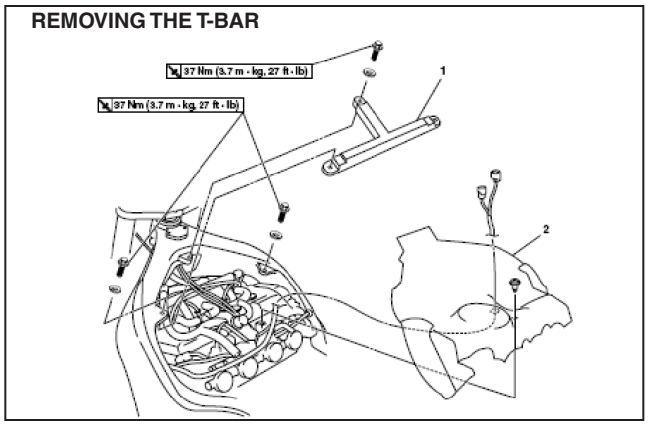
Triple Clamp/ Main Switch Assembly Removal
The front of the fuel tank must be raised to access the main switch wire connectors.

1. Place the motorcycle on the centerstand on a level surface. Remove the seats.

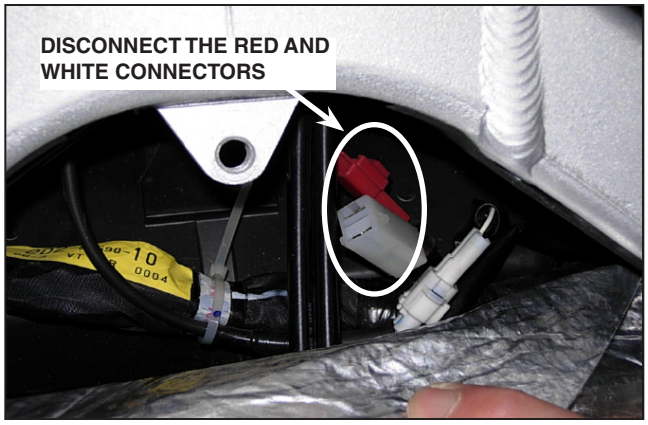
2. Remove the fuel tank panel. Remove the two bolts holding the front of the tank. Loosen (do not remove) the long bolt holding the rear of the tank. Lift and support the front of the tank as it pivots on the rear mount.



3. Remove the center support (T-bar) and pull back the heat protector to access the connectors. Disconnect the red and white connectors.



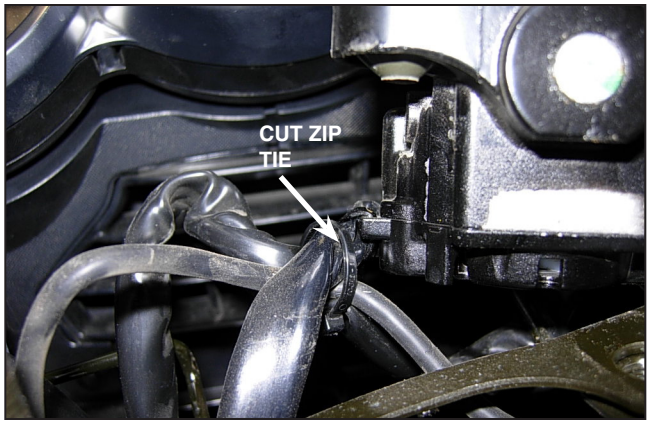
4. Set the fuel tank temporarily back into position. Carefully cover the tank and both sides of the cowling near the handlebars to prevent damage.



5. Remove the upper triple clamp nut and loosen the two fork clamp bolts (see adjacent photo).

6. The handlebar has three adjustment positions. Mark handlebar position on the upper triple clamp with erasable marker so the handlebars can be returned to their same position for the customer. Remove the handlebars and hang them carefully along side the cowling, supported by the cables and hoses, with padding to avoid damage.

7. Cut the zip tie holding the main-switch harness, then remove the upper triple clamp and main switch assembly from the motorcycle.



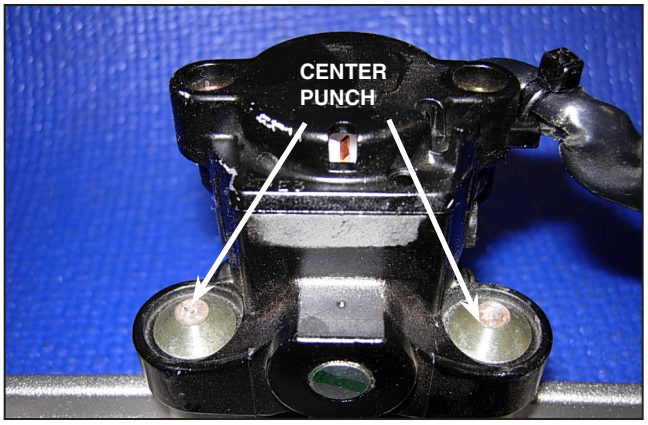
Main Switch Removal

The main switch is bolted to the bottom side of the upper triple clamp with two 8mm tamper-proof bolts. The bolt heads must be removed with a series of drill bits. Follow these procedures closely and carefully for quick, easy removal of the switch.

CAUTION:

Use extreme care to avoid damaging the top of the upper triple clamp while drilling the bolts. You MUST use a drill press to ensure accurate drilling!

8. Place a punch mark as accurately as possible in the center of each bolt. An automatic-type punch works best.



9. Place the upper triple clamp upside down in a proper drill press vice, using extreme caution not to damage it. Use sturdy padding to avoid scratching.

10. Starting with an 1/8" drill bit, drill each bolt, dead center, slightly deeper than the switch base (approx. 1/2" to 3/4" deep).

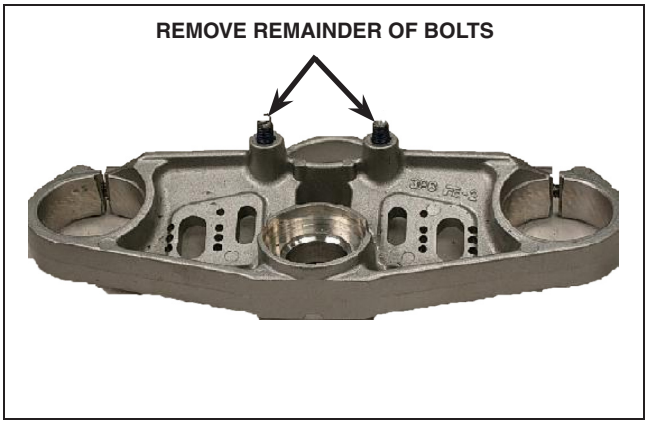
11. Repeat step 10 using a 1/4" drill bit.

12. Repeat step 10 again using a 3/8" drill bit. Only drill deep enough to pop the head off the bolt.

TIP:

If the bolt head does not come off, the hole may not have been centered properly. Repeat the drilling again with a one-size-larger drill bit which should remove the head.

13. Remove the upper triple clamp from the drill press vise. Using locking pliers (such as Vise-Grips®), remove the remainder of the bolts from the holes. Set the upper triple clamp aside.



Preparing the New Main Switch for Installation
The key cylinder assembly from the old main switch assembly is reused in the new main switch so the customer can use the same key as before.

14. Remove the rubber screw covers from the lock cover on the old main switch. Use a 3/8" drill bit to drill out the two tamper-proof screw heads holding the lock cover to the main switch. The lock cover, which will not be reused, acts as a guide for drilling the screws.

15. Remove the lock cover from the new main switch by unscrewing the two tamper-proof screws. Remove the key cylinder assembly and spring from the new main switch. Only the cover will be reused.

16. Carefully remove the key cylinder assembly and spring from the old lock cover and install them in the new main switch cover in the same position as it was in the old switch.

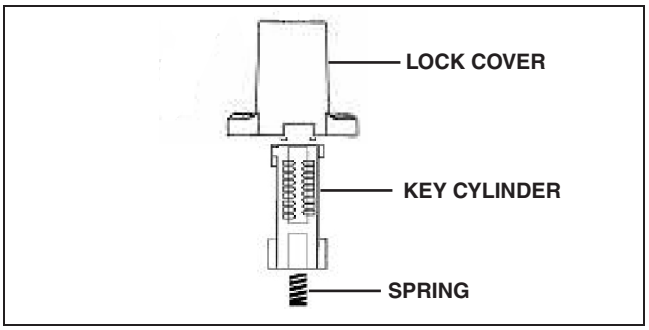
17. Install the new lock assembly cover over the old key cylinder and spring on the new main switch. Temporarily finger-tighten the new tamper-proof screws.

18. Check the new main switch for proper mechanical operation, using the original key from the old main switch. Make sure the key operates smoothly in all positions. If not, remove the spring and cylinder and reinstall correctly.

19. Tighten the tamper-proof screws until they break off just above the screw heads. The screws are designed to break when the proper tightening torque is reached.

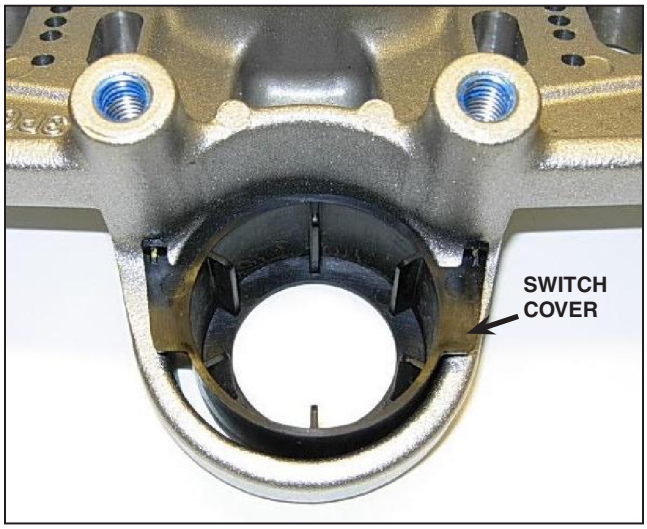
20. Install the new rubber covers over the tamper-proof screws.

21. Remove the “red circled” protective cover from the top of the main switch. The new main switch is now ready to be installed on the upper triple clamp.



Installing the New Main Switch

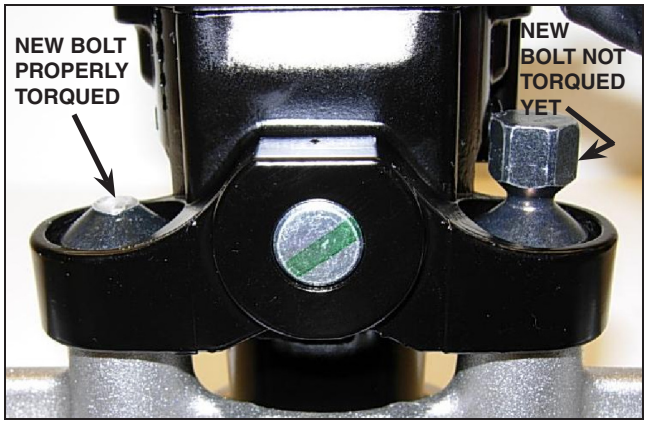
22. Be sure the plastic main switch cover is still installed properly in the upper triple clamp.

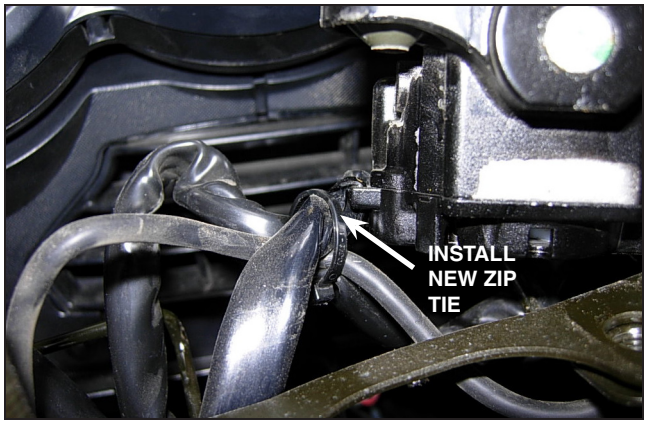


23. Apply blue Loctite® 242 to the new tamper-proof bolts and install main switch in the upper triple clamp. Tighten the bolts until the heads break off, indicating proper torque has been reached.

CAUTION:

Be sure to hold the upper triple clamp securely and with proper padding so it will not be scratched during the tightening procedure.





Reassembly

24. Reinstall the upper triple clamp and handlebars in the reverse order of removal. Install the new zip tie supplied in the kit in the same location as the one that was cut off.

    Be sure to tighten all hardware to the proper torque.

Steering stem nut: 115 Nm (11.5m-kg, 85 ft-lb)
Upper bracket pinch bolt: 26 Nm (2.6m-kg, 19 ft-lb)
Handlebar bolt: 23 Nm (2.3m-kg, 17 ft-lb)
Handlebar nut: 65 Nm (6.5m-kg, 47 ft-lb)

25. Connect the red and white connectors from the main switch harness to the main harness.

26. Reposition the heat protector, and then reinstall the center support (T-bar).

    Center support mounting bolts: 37 Nm (3.7m-kg, 27 ft-lb)

27. Reinstall the fuel tank and tighten the mounting bolts.

    Front fuel tank mounting bolts: 10 Nm (1.0m-kg, 7.2 ft-lb)
    Rear fuel tank mounting bolt: 16 Nm (1.6m-kg, 11 ft-lb)

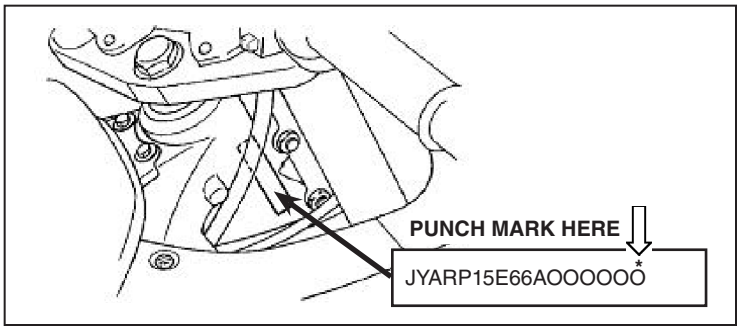
28. Confirm that the main switch works properly in each position.

29. Move the handlebars from lock to lock, while checking for proper clearance and routing of all cables and hoses.

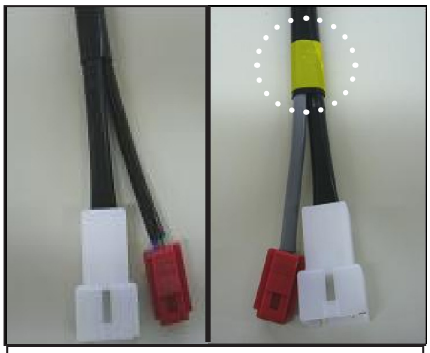
30. Tag and hold the old main switch for 90 days from the date you submit your Recall Reimbursement Request. Put a punch mark on the frame number as described in *Identification Procedure* in this bulletin.

IDENTIFICATION PROCEDURE

When the modification is complete, put a punch mark next to the Primary ID as shown. Check for this punch mark if you encounter an unfamiliar unit. You can also check unit status on YDS or by contacting your Regional Technical Advisor.



A new main switch can be identified by the yellow band on the harness near the connectors.



PARTS INFORMATION

Part Number	Description	Dealer Cost
90891-30058-00	FJR1300 Key Set Kit Kit Includes: • Main Switch Assembly • Anti-theft bolts, 8mm x 2 • 100mm Clamp (“zip tie”) • Rubber Screw Covers x 2	$35.71

WARRANTY INFORMATION

The owner of each warranty-registered unit will receive a letter announcing this campaign. The customer's letter includes the Primary ID and Recall Number.

The modification is authorized for all motorcycles, both sold and unsold, regardless of ownership or warranty status. You do not need the customer's letter to perform the modification or to file for reimbursement.

Submit a Recall Request for the parts and labor for the main switch exchange as described below using Recall Number **990051**. Choose the status "**M**." You will be reimbursed for the Main Switch Steering Lock plus labor. The labor allowance is **1.0** hour, which includes an allowance for the small amount of Loctite® used.

YDS:
When signed on to YDS, click on the Service Tab, and then "Recall Request-Add." This function will allow you to enter multiple Primary IDs for the same recall. Remember that YDS requires a 7-digit serial number, so use a "0" as the first digit. The system will check your submission instantly to make sure the Primary ID numbers you've entered are valid for the recall. You can check back the next day for your claim numbers to track your credit.

MAIL:
Complete a recall Reimbursement Request (LIT-11790-00-03) as shown below:

Dealer Number | | | | | | | **Dealer Name** _____

Recall Number	Primary I.D.	Date Completed	Status
990051	RP15E_0006XXX	01_31_2009	(M) I
	_		M I
	_		M I
	_		M I

If you have any questions about proper procedures for Factory Modification Campaigns, see Chapter 8 in your Warranty and Y.E.S. Handbook (LIT-11760-00-05).

YAMAHA MOTOR CORPORATION, U.S.A.
6555 KATELLA AVENUE, CYPRESS, CALIFORNIA 90630-5101 800-962-7926

SAFETY RECALL NOTICE

January 29, 2009

Dear Yamaha Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Yamaha Motor Corporation, U.S.A. has decided that a defect which relates to motor vehicle safety exists in all 2006 through 2008 and certain 2009 FJR1300A and AE model motorcycles. Our records show that you own the affected motorcycle shown above.

The reason for this recall:

In affected motorcycles, the main ignition switch's wire connection could overheat due to electrical resistance, becoming hot enough to melt the solder connecting the wire to the main switch. The wire could come off the switch if the solder melts, preventing the electrical system from functioning. If this occurs while the motorcycle is being ridden, the engine would stall and be impossible to restart which could result in an accident with injury or death.

What Yamaha and your dealer will do:

To correct this defect, affected motorcycles must have the main switch replaced with a new one designed to prevent overheating. Your current key will still work in the new main switch. **There will be no charge to you for this procedure.** Replacing the main switch takes about 1 hour, but your dealer may need to keep your motorcycle longer depending upon their schedule.

What you should do now:

Please call your Yamaha dealer to make a service appointment to have this procedure performed. Remember to take this letter with you when you take in your motorcycle.

You should not ride your motorcycle until this modification is performed.

If you are unable to return to the Yamaha dealer who sold you the motorcycle, this service will be performed by any authorized Yamaha Motorcycle dealer. For the name of a dealer near you, call 1-800-88-YAMAHA or visit the Yamaha web site at: www.yamaha-motor.com.

Federal regulations require that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you need help:

If, after contacting your dealership, you have questions or concerns which the dealership is unable to answer, please write to:

Yamaha Motor Corporation, U.S.A.
Customer Relations Department
P.O. Box 6555
Cypress CA 90630
or call 1-800-962-7926.

If, after contacting Yamaha Customer Relations, you are still not satisfied that we have done our best to remedy the situation without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to http://www.safercar.gov.

If you no longer own this Yamaha:

If you have sold your motorcycle to another party, please call us toll-free at 1-800-962-7926 with the name and address of the new owner, along with the serial number shown above your name on the address label above.

We're sorry to cause you any inconvenience, but we are sincerely concerned about your safety and continued satisfaction with our products. Thank you for giving your attention to this important matter.

Sincerely,

Customer Support Group
Yamaha Motor Corporation, U.S.A.

ROUTE TO: ☑ SERVICE ☑ PARTS ☑ WARRANTY ☑ SALES